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CENTRAL INTELLIGENCE AGENCY

REPORT

INFORMATION REPORT

CD NO.

50X1-HUM

COUNTRY Germany (Russian Zone)

DATE DISTR. 5 June 1950

SUBJECT Radar Installation at Finow
Airfield

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* See below

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1. There was no flying at the Finow (N 53/V 08) airfield on 17 January 1950 as it was raining and the visibility was poor. A plane which approached the field turned off again after three red and five green ground signals had been fired twice from the field.

2. There was no flying at the field between 1 and 3 p.m. on 18 January 1950. Three twin-engine DC-3 transports, 12 to 15 biplanes and 30 to 40 fighters with radial engines were recognized at the field. More aircraft whose types could not be determined were parked on the western edge. An estimated total of about 80 planes was at the field. The parking sites were on the northern edge.

Vehicles

drove toward the field.

3. Ambulance was seen in front of the Finow Soviet hospital which was guarded by a Soviet Air Force sentry and not heavily occupied. The cantonments east of Biesentaler Strasse were apparently lightly occupied by Soviet Air Force troops and unguarded. Beside the cantonments there was a large coal heap where Soviet Air Force soldiers picked small quantities of coal throughout the day. The two cantonments west of Biesentaler Strasse were occupied by Soviet Air Force troops and strictly guarded. motor vehicles were seen there

4. Thirty-six fighters, seven biplanes, and two twin-engine transports were parked at the field on 10 January 1950. The fighters practiced flying. The following motor vehicles were seen at the field and at the Finow cantonment:

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[] T truck
 [] T truck
 [] truck
 jeep, occupied by 10 air force officers, coming from the field.

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5. There was no flying at the field on 11 January 1950 because of snow.

6. No flights were made on 12 January 1950 in hazy weather.

[] motor vehicles entered and left the field:

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[] trucks

[] ambulance

7. There was no flying on 13 January 1950. Thirty-eight fighters, three biplanes, and eight transports were counted at the field. Trucks [] left the field.

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8. No flying was observed at the field on 19 January 1950. At 3:30 p.m. 3 twin-engine transports, 4 biplanes and 25 to 30 fighters were parked at the field. Truck [] and tank truck [] entered the cantonment north of the Pinow cemetery.

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9. There was no flying between 8 a.m. and 1 p.m. on 30 January 1950, as the weather was hazy. Instruction was given at eight fighters parked on the south edge of the field. A radio truck and several trucks were nearby. There were also 50 to 60 fighters with in-line engines, as far as distinguishable, and six biplanes at the field. Trucks [] and passenger car [] occupied by three men wearing fur jackets, left the field.

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10. No flights were made between 11 a.m. and 3 p.m. on 31 January 1950. Two twin-engine transports, four biplanes and about 50 fighters were observed.

[] motor vehicles were seen at the field:

[] passenger car
 [] passenger car
 [] ambulance.

[] T truck
 [] truck

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11. Five fighters with radial engine made local flights at 10:30 a.m. on 27 January 1950. Flying was stopped at 11:30 a.m. because the weather was bad. Twenty-five fighters were parked on the northern edge of the field. Description: Low-wing monoplane, single-seater, landing gear and tail wheel retractable, antenna rod on top of front section of drop-shaped cockpit. 50X1-HUM

12. Twenty-one fighters with in-line engine, parked farther west at wide intervals, were not clearly recognized due to the great distance. The planes apparently belonged to another unit.

13. A jet fighter flew over the field about 10:45 a.m. at an altitude of about 100 meters. Three jet fighters were observed parked near the conventional fighters with radial engine on the northern edge of the field. The jet planes were of the same type as those observed at the Oranienburg (N 53/2 67) airfield.

Description: Cigar-shaped fuselage, an opening in both nose and tail. Cockpit roof in forward part of fuselage has a tear drop shape. Mid-wing monoplane, leading edge of wings set at fuselage in line with trailing edge of cockpit, swept-back wings. Rudder assembly exceeding man's height. Elevator assembly swept-back and set at upper third of rudder assembly. No antenna rods.

14. A twin-engine low-wing monoplane with radial engines, three-bladed propeller, landing gear retracting rearward, presumably not an Li-2 as the rudder assembly was rounded above, was parked on the northeast edge of the field. Three more transports of the same type landed. 50X1-HUM

Eight officers descended from one of the planes and left on a truck.

15. The field railroad spur track was shining from frequent use. The radio station east of the field showed no changes. A wooden tower with a small cabin on top and a lantern building at the side was erected at the southeast corner of the field. A newly laid cable branching off from the long distance power or telephone line, along the eastern side of the Pinow-Biesental (N 53/2 97) highway, led to the buildings. The railroad spur track from the field to the bomb dump two kilometers north of Biesental was rusty. No military activity was observed at the bomb dump.

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16. The previously observed radar station was still at the eastern Finowfurt (N 53/198) town exit, on the northern side of the road to Finow. There was a strikingly large building beside the station, occupied by the Soviet Air Force and surrounded by a wooden fence. A telephone line led from the building to the airfield. No activity was observed in the building or at the radar station. The radar sets were not guarded.

17. Two sets mounted on special trucks, very similar to the former German tank carriers, were parked at the radar station [redacted]. Between the two sets was a command trailer larger than a truck and connected with both sets by a cable. A radio truck [redacted] was also there.

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18. Description of set 1: [redacted]

In the middle of the special truck there was a round pedestal, about a meter high and 30 to 50 centimeters in diameter, with a rotating ring. A wired frame, about four meters long and two meters high, was fitted to the top of the rotating ring. Within the frame were five vertical and six horizontal rods with a strut behind each of the vertical rods, presumably for better support. A fine-meshed grid was stretched over the frame. The grid faced south, toward the airfield.

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19. Description of set 2: [redacted]

In the middle of the special truck was a round pedestal, about a meter high and 30 to 40 centimeters in diameter, with a superstructure, about 50 centimeters high and 60 centimeters in diameter. A rotating ring was probably also on the superstructure as the lower frame strip was fastened there. The frame was similar to that of set 1 except for porcelain insulators fitted between the frame and the grid in front of it. The grid system faced southwest.

[redacted] Comment:

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a. According to the number of aircraft previously observed at the field it is assumed that the field is occupied by one fighter regiment.

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[redacted] The field is apparently occupied by a fighter regiment equipped with Yak-3s, and a fighter regiment equipped with LA-9s. Both regiments were probably previously stationed in Brandenburg. Besides the fighter units, the presence of Li-2 transports has been continually reported. This observation is possibly connected with the headquarters of the fighter division assumed to be stationed in Finow.

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b. The presence of jet planes was reported for the first time. Thus, jet aircraft are apparently stationed at the Oranienburg and Finow airfields within the area of the III Ftr Corps. The description of the jet planes agrees with that of the aircraft observed in Oranienburg.

c. The information in para 1+ that the transports at the field were not Li-2s is considered erroneous. According to the description and a sketch (not transmitted), the planes are Li-2s. The rudder assembly of the Li-2 type is [redacted] rounded off.

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d. The radar sets observed north of the field were previously reported [redacted]

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[redacted] The radar sets were observed at the same place in May and October 1949, but their position was changed in the Summer of 1949. It was reported in July 1949 that they were on a plateau between the railroad line and the Finow-Finowfurt road, about 1½ kilometers east of the Finowfurt railroad station. It is assumed that, during the summer months, the sets were in a place with particularly favorable receiving conditions, and during the winter months, close to the billets for easier maintenance.

e. According to previous reports, the installation apparently is composed of:

- Two reflector trucks (different in structure)
 - One two-axle trailer
 - One tractor
 - One radio truck with dipole superstructure on roof
 - One radio truck with engine unit

The reflector trucks were only once seen in operation. The radar sets, rotatable only about the vertical axis, are apparently best suited for locating objects not very high above the horizon, ^{namely} low flying or far distant planes. In case the sets rotate independently when in operation, which has not been observed, it may be assumed that one mirror is used for their own planes and the other for enemy planes.

As the number of dipoles has not been ascertained the wave length can be only estimated from the dimensions of the mirror (½ to 2 meters).

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